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SEPTEMBER 2009

MARINA READER

LONG BEACH PARKS, RECREATION & MARINE

FROM THE MANAGER



Mark Sandoval,
Manager of Marinas and Beaches

Ah, summer. Warm days, clear skies, recreation activity on the bay and oceanfront, and Sea Festival events bringing activity to the waterfront. Busy, but always welcomed!

My topic today is the budget, and related slip fees. As we see every time we open a newspaper or turn on the news, the economy has caused tremendous budgetary problems at every level of government (and I am sure in most households as well). This holds true with the City as well. However, most of what you read and hear regarding the City relates to its General Fund. The General Fund funds most standard City services, including police, fire, libraries and parks and recreation. The General Fund has been reduced for the past few years, and continues to incur a significant deficit, which must be made up through expense reductions.

The waterfront is funded by Tidelands funds. Tidelands funds are comprised of operations on the Tidelands, which is the waterfront area of the City that is State land operated in trust by the City. By State law, revenues generated in the Tidelands must be spent in the Tidelands. The non-marina Tidelands operations are funded through operational revenues, offshore oil revenues and an annual transfer from the Port of Long Beach. With the fluctuation of oil prices and the impact of the Port operation related to the malaise of the economy, the Tidelands revenue is also down, which is resulting in the curtailment of capital projects and the reduction of operating expenses.

The marina operation is a separate operation in the Tidelands. The marinas are run as an enterprise, wherein the revenues are geared to cover annual operating expenses as well as capital needs. As you may know, we have borrowed money from the State to rebuild the Downtown Marinas and have received loan commitments from the State to begin the rebuild of ABM. The plan is to

issue a bond to fund the remainder of the ABM rebuild, but as you can imagine, the bond market is feeble in this economy. Therefore, when I talk about capital needs for the marina enterprise, it is a combination of repaying debt and accumulating funds from the annual budgets to ultimately support the rebuild.

This brings me to the discussion about slip fees. As you may recall, we had adopted an annual consumer price index adjuster in 2003. Every year, we raised slip fees in October based on the CPI of the previous year. Two years ago, we implemented a cost recovery methodology, as a result of a recommendation from our Marine Advisory Commission. This methodology included the square-foot pricing structure, and ultimately increased some rates significantly, but also reduced some rates as we implemented this policy.

As we approached the up-coming budget year, we recognized that there is a tremendous amount of rate sensitivity in our marinas, and in the industry in general. However, we are in a position to need to keep our eye on the requirement to continue to accumulate funds for the ABM rebuild. As a result, I have asked the operating departments in the marinas to curtail expenditures by a total of \$500,000, and have supported a Marine Advisory Commission recommendation to keep slip fees where they currently are for another year. This will enable us to cover our operating costs and accumulate approximately \$3.5 million for the ABM rebuild. This will not result in a reduction of the much-needed maintenance in the Alamitos Bay Marina, and in fact you should see an improvement in that maintenance due to a shift in staffing strategy. I believe this meets our business objectives of operating a quality marina (with the exception of the need-to-be-rebuilt-as-soon-as-possible ABM docks) and continuing with the plan to accumulate the capital needed for the ABM rebuild.

As always, happy and healthy boating

Mark A. Sandoval

LBPd MARINE PATROL

A recent problem with boat burglaries in the Alamitos Bay Marina brings to light several suggestions mentioned in previous Marina Reader articles. For the sake of your neighbors and yourself, please follow these suggestions when able:

Do have current contact information for yourself on file at your marina office. This also includes a reliable and current emergency contact person who might know where you are and how you may be reached. In addition to emergencies, if an officer encounters a person aboard a boat and their story is suspect it is very helpful to be able to speak with the owner to corroborate information and determine if everything is OK, or if a citation or arrest is applicable.

Do get involved by reporting suspicious persons or activity at the time it is occurring! Calling the marina office is not the proper venue for police-type service; instead please contact the Long Beach Police

Communications Center's 24-hour number at (562) 435-6711. During the time frame of this most recent problem, a group of four suspicious adults were seen during late-night hours pushing a dock cart from the area of the victimized boats and into the marina parking lot. Please help us to help you; especially with reduced staffing levels on furlough days we can't be everywhere at once!

Don't disturb anything possibly touched by the suspect or items of evidence left behind. Again during the recent issue, several boat owners had moved and touched things that the suspect(s) had handled before Marine Patrol responded to the scene, and some of the evidence was compromised. In addition to fingerprints the L.B.P.D. Crime Lab is now able to process DNA evidence collected at the scene. With more forensic evidence collected, odds increase that the detectives may be able to solve the crime, recover losses and bring charges against the suspect

MARINA READER

LONG BEACH PARKS, RECREATION & MARINE

SEPTEMBER 2009

Published monthly by the Marine Bureau
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PHONE NUMBERS TO KEEP ON HAND

Long Beach Police
Marine Patrol Emergency
911

or 9911 (Dock Phone)

Non Emergency
562.435.6711

Maintenance during
working hours
562.570.1582

Alamitos Bay Office
562.570.3215

Shoreline Office
562.570.4950

Rainbow Harbor
562.570.8636

After office hours
562.570.3101

CLASSES

About Boating Safely

The U. S. Coast Guard Auxiliary is offering an introductory course for boaters in two four-hour sessions that cover introduction to boat types, nautical nomenclature, introduction to navigation, navigation rules, federal safety requirements, how to handle emergencies and how to operate a marine radio.

Many insurance companies will offer discounts on boat insurance to individuals who complete courses such as these along with Sailing Skills and Seamanship, Weekend Navigator or Boating Skills and Seamanship.

All students who successfully complete the course and pass the exam are awarded certificates.

U.S. Coast Guard Auxiliary Flotilla 03-03 will hold this two-part class on Saturday August 22 and 29, from 8:30 a.m. to 12:30 p.m.

The class is held at the Long Beach Belmont Shore Police and Fire Station, 5373 E. Second Street, Long Beach, CA 90803

Contact Tony Ashlin at (562) 972-5900 or tonyashlin@yahoo.com for more information.

Sailing Skills and Seamanship

The U. S. Coast Guard Auxiliary's course is for beginning and experienced sailors and covers types of boats, crew responsibilities, rules of the road, personal flotation devices, introduction to navigation, boating safety, how to handle emergencies, weather and radio operation.

Many insurance companies will offer discounts on boat

insurance to individuals who complete courses such as these. Other courses offered are About Boating Safely, Boating Skills and Seamanship and Weekend Navigator.

All students who successfully complete the course and pass the exam are awarded certificates.

U.S. Coast Guard Auxiliary Flotilla 03-03 will hold this class on Friday nights from 7:30 to 9:30 p.m.. Cost of text book and materials for the class is \$40

Class begins on August 28 and will be held at the Long Beach Belmont Shore Police and Fire Station, 5373 E. Second Street, Long Beach, CA 90803.

Contact Tony Ashlin at (562) 972-5900 or tonyashlin@yahoo.com to reserve your seat today.

Basic Coastal Navigation

Shoreline Yacht Club is presenting a nine-week course beginning Wednesday, September 23, at 7:00 p.m. The yacht club is located at 386 Shoreline Drive South, Long Beach, CA 90802 (between X and Y docks in the Shoreline Marina).

The experienced instructors will introduce you to the Basics of Navigation, the Marine Magnetic Compass, Nautical Charts, Navigator's Tools and Instruments, Dead Reckoning, Piloting and much, much more.

The fee of \$75.00 includes the textbook and all handouts. For additional information or to make reservations, contact Marion Seaman, (310) 632-4748 or marionseaman1@aol.com Seating is limited, be sure to reserve early.

Notice from L.A. County Assessor

Some of you may have recently received a Possessory Interest "Notice of Assessed Values" letter from the L.A. County Assessor's Office. Our office has received many calls about it. The following information was provided by the Assessor's Office in an attempt to educate boat slip owners when and how boat slips are reassessed. Only those owners who recently acquired a boat slip, changed slips, or whose lease term has expired would typically have received a notice from the Assessor's Office.

A reappraisal (at current market value) must occur at the onset of a lease, a change to another slip, and for any subsequent expiration of a previously estimated lease term. The slips are on month to month agreements, but for valuation purposes, the Assessor's Office currently uses a 3 year estimated term. By law, at the end of the term the Assessor must again reappraise at current economic rent, utilizing another estimated 3 year term. A reappraisal may also occur if there is an assignment of an existing lease to a new owner.

In order to estimate the Possessory Interest (PI) taxable value for your boat slip, an economic rent (lease payment) and reasonably anticipated term of possession must first be determined by the Assessor's Office. As previously mentioned, 3 years is typically used as a reasonably anticipated

term of possession for a boat slip at a marina. Expenses (40% on average) for the boat slips are then subtracted from the gross income stream to arrive at a net income. The net income is then capitalized to come up with the taxable value of the boat slip for assessment purposes.

As an example: A 36 ft. vessel: 36 l.f. x \$15 [(economic rent/mo) x 12 months - 40% (expenses)] x 2.487 (pw/p 10%, 3 years) = \$9,700 total assessed value. The assessed value of \$9,700 will become the annual assessment, which calculates to a tax amount of approximately \$100 +/- for the full year. This \$9,700 assessed value can increase 2% (maximum) annually according to Proposition 13 guidelines. Commensurate with this slight increase in assessed value, a resultant tax increase may also occur.

The Assessor's Website (assessor.lacounty.gov) provides good information concerning various types of possessory interest assessments that are levied against other private operators and businesses for their right to use or occupy the public land or public asset. Boat slips are one such type.

If you have questions, you may contact Ms. Virginia Landig of the Assessor's Possessory Interest Unit in Los Angeles at (213) 974-3108

• tide chart •



TIDE CHART FOR SEPTEMBER 2009

		LOW TIDE				HIGH TIDE			
		AM	Ht.	PM	Ht.	AM	Ht.	PM	Ht.
1.	Tu	2:38	0.0	2:10	2.2	9:04	4.3	8:12	5.7
2.	W	3:03	0.0	2:40	1.8	9:22	4.5	8:44	5.8
3.	Th	3:25	0.1	3:11	1.5	9:40	4.7	9:15	5.7
4.	F	3:47	0.2	3:44	1.3	10:00	4.9	9:47	5.5
5.	Sa	4:09	0.4	4:18	1.1	10:21	5.2	10:20	5.2
6.	Su	4:30	0.7	4:55	0.9	10:44	5.3	10:56	4.8
7.	M	4:52	1.1	5:37	0.9	11:09	5.5	11:37	4.2
8.	Tu	5:14	1.6	6:28	0.9	11:38	5.5	--	--
9.	W	5:35	2.0	7:33	1.0	12:29	3.6	12:13	5.5
10.	Th	5:57	2.5	9:04	1.0	1:47	3.1	1:02	5.4
11.	F	--	--	10:44	0.7	--	--	2:13	5.3
12.	Sa	--	--	11:58	0.3	--	--	3:49	5.3
13.	Su	11:03	3.1	--	--	7:13	3.7	5:17	5.6
14.	M	12:51	-0.2	12:21	2.6	7:38	4.1	6:25	6.0
15.	Tu	1:34	-0.5	1:18	1.9	8:05	4.6	7:21	6.2
16.	W	2:11	-0.6	2:07	1.2	8:34	5.1	8:11	6.3
17.	Th	2:46	-0.5	2:53	0.7	9:03	5.5	8:58	6.2
18.	F	3:19	-0.2	3:38	0.2	9:33	5.9	9:44	5.9
19.	Sa	3:50	0.2	4:23	0.0	10:04	6.1	10:30	5.4
20.	Su	4:21	0.8	5:09	0.0	10:35	6.2	11:17	4.8
21.	M	4:50	1.4	5:58	0.2	11:07	6.1	--	--
22.	Tu	5:18	1.9	6:52	0.5	12:09	4.1	11:41	5.8
23.	W	5:43	2.5	8:00	0.8	1:14	3.6	12:18	5.4
24.	Th	6:03	3.0	9:29	1.0	2:58	3.2	1:06	5.0
25.	F	--	--	11:01	1.0	--	--	2:23	4.6
26.	Sa	10:21	3.5	--	--	7:16	3.7	4:11	4.5
27.	Su	12:06	0.8	11:58	3.2	7:28	3.9	5:33	4.6
28.	M	12:51	0.6	12:46	2.7	7:43	4.2	6:28	4.9
29.	Tu	1:24	0.5	1:21	2.3	7:58	4.4	7:11	5.
30.	W	1:51	0.5	1:53	1.8	8:14	4.7	7:48	5.2